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CLASSIFICATION

COUNTRY Poland

REPORT

SUBJECT

Units at Leznica Wielka

DATE OF REPORT 24 March 1958

Airfield *the fighter regiment**including organization, air craft, uniforms insignia
radar, & underground fuel track.*

INFORMATION ACQUIRED

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LAST REPORT ON SUBJECT
(If applicable)

ANNEXES 2 blueprints and

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3 sketches with
legends on ditto

No. of Pages: 10

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1. A Polish fighter regiment *[redacted]* Leczyca, which was subordinated to the Polish fighter division at Warsaw-Fabrice (52 15 N / 21 00 E) was stationed at Leznica Wielka (52 00 N / 19 09 E) airfield. The personnel of the regiment wore light blue cap ribbons and collar patches and the officers had a wing on their collar patches. The pilots wore uniforms which, over the left breast-pocket, had an insignia representing a flying gull with a ring in its beak. This ring bore the letter A or the figures 1, 2 or 3, depending on the qualification of the wearer, e.g.

- A - elite pilot
- 1 - pilot 1st class
- 2 - pilot 2nd class
- 3 - pilot 3rd class 1

Flight mechanics, electricians and aircraft maintenance personnel had a wing with a gear wheel over its middle section on the left breast side of their uniforms over the breast-pocket. The motor vehicles used by the fighter regiment were furnished by the competent Polish avio technical battalion with the Polish abbreviation POL.

2. The regiment was organized as follows:

Regimental staff with 13 officers
Flight of regimental commander
Three squadrons each consisting of 3 flights
Navigation and photographic platoon including navigation squad, photo squad, parachute squad, and squad in charge of lighting facilities
Repair shop for aircraft and aircraft armory with aircraft repair squad, aircraft armament repair squad, squad of battery loading station
Unit for air technical personnel

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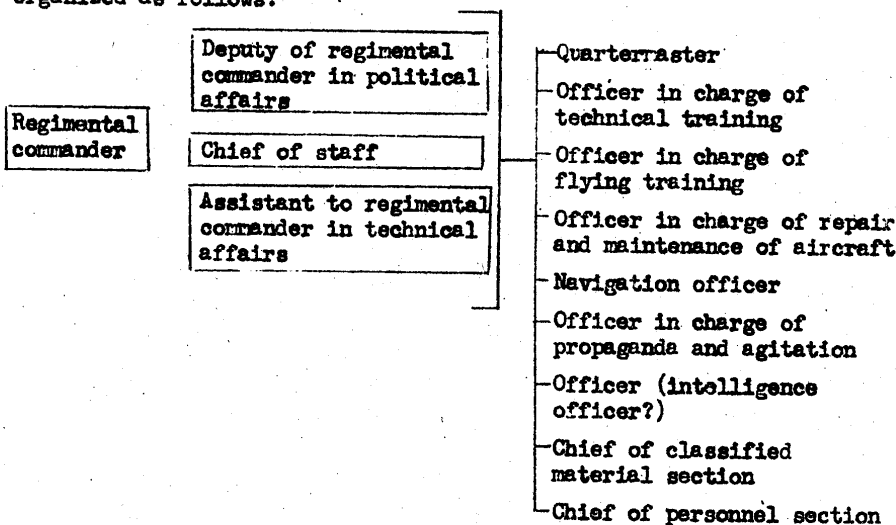
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The aircraft mechanics were subordinated to the individual squadrons with regard to their commitments and to the unit for air technical personnel with regard to administration, training, and disciplinary regulations. This unit was not subdivided. The technical personnel were distributed to the aircraft of the regiment as follows:

- 1 officer for 1 MIG-15
- 1 officer for 1 PIS-110
- 1 officer for 1 YAK-15 and 1 Douglas
- 1 officer for 3 PO-2s
- 1 aircraft mechanic for 1 MIG-15
- 1 aircraft mechanic for 1 PIS-110
- 1 aircraft mechanic for 3 PO-2s
- 1 aircraft electrician for 1 MIG-15
- 1 aircraft electrician for 1 PIS-110
- 1 aircraft electrician for 1 YAK-15 and 1 Douglas
- 1 aircraft electrician for 3 PO-2s
- 1 aircraft armorer for 3 aircraft

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3. The staff of the Polish fighter regiment in Leczyca Wielka was organized as follows:



4. The fighter regiment had a total strength of 480 men including about 25 men of the navigation and photographic squad, about 35 men employed in the workshops for aircraft and the aircraft armory, and about 220 technical personnel working on aircraft.
5. The unit was equipped with the following aircraft:

- 46 MIG-15s including UMIG-15s
- 5 PIS-110s
- 1 YAK-15
- 3 PO-2s
- 1 twin-engine Douglas

56 aircraft with Polish nationality markings i.e. red-white chess-board pattern under wings and on both sides of rudder assembly.

The regimental flight was equipped with:

- 7 MIG-15s
- 3 PIS-110s
- 1 YAK-15
- 1 twin-engine Douglas
- 12 aircraft

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Each squadron had 11 or 12 MIG-15s, 2 BIS-110s, and 1 PO-2. The MIG-15s and BIS-110s were fitted with gun cameras. Two MIG-15s crashed during the summer of 1956.

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The four aircraft of the alert flight, filled with fuel and loaded with ammunition, were permanently parked north of the western end of the runway. In case of alarm, the 4 aircraft had to be aloft within 4 minutes. A radio truck, an ambulance, a fire truck, 2 tank trucks, and 2 tractors were also parked at the alert site. Alert stand-by lasted for 24 hours during which the personnel stayed in the alert shack. After 24 hours, 2 aircraft, all motor vehicles, and all of the personnel were exchanged. All other aircraft were parked in the large hangar north of the northern taxiway.

6. There was very intensive air activity. Except for alert flight, almost all operational aircraft were daily aloft if there was good visibility and a high cloud ceiling. Air activity started at 0600 in the summer and at 0900 in the winter months. The flights were made as far as Krakow (50 05 N / 19 55 E), Kielce (50 50 N / 20 40 E), Warsaw (52 15 N / 21 00 E), Breslau (51 06 N / 17 02 E) and the Baltic Sea ashore. The pilots were examined for their fitness for flying once a week in the dispensary. Before every take-off, the pilots had to undergo a short medical examination in an ambulance. The pilots who were officers were armed with pistols, the technical aircraft personnel and the workshop personnel were issued submachine guns type PP-SH model 1941 and carbines (KBR), and the personnel of the navigation and photographic platoon were equipped with light machine guns type DP model 1928 and submachine guns RR-SC.
7. It was learned that the pilots of the A and 1st class had participated in a training course near Moskva (55 45 N / 37 35 E). The aircraft mechanics, aircraft electricians, aircraft armors and personnel of the navigation and photographic platoon had been trained in the air technical school in Zamosc (50 43 N / 23 15 E). The young pilots who were assigned to the Polish fighter regiment in Leznica Wielka in May 1955 had already flown with MIG-15s at the pilot school. They were assigned to the 2nd and 3rd squadrons for advanced training under the supervision of the officer in charge of flying training. At regular intervals, flying tests were made before a commission that decided on the awarding of the pilots' badge of the next higher class and on the transfer to the 1st squadron or the regimental flight. No information was obtained on practices by reserve pilots. When a pilot had to stop flying activity because of his health or age he became technical officer.
8. The independent radar unit at Leznica Wielka airfield had the official designation Samodzielna Jednostka Radjoloakacyjna. It was subordinated to Jednostka Radjoloakacyjna in Warsaw-Babice. The unit was under the disciplinary power of the commander of the fighter regiment at Leczyca Wielka who was the commanding officer of Leczyca post. The radar unit had a personnel strength of 2 officers and 20 EM who were quartered on Leznica Wielka airfield. The personnel were armed with 1 mobile radar set of 1 Soviet type and 1 mobile power unit of Soviet make. The position of the radar set was changed every month.³
9. A so-called independent blind-landing unit of the Polish Air Force was stationed along the southern side of Leczyca-Wilczkowice

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(52 03 N / 19 09 E) road just west of the railroad line. This unit with a rather misleading designation had the mission of making serviceable auxiliary airfields and providing for other landing fields.

1. Comment. For sketch of insignia worn by Polish soldiers at Leznica Wielka airfield, see Annex 1.
2. Comment. The type designation PIS-110 is not known. The reported fact that the aircraft mechanics form a unit within the regiment is unusual.
3. Comment. For blueprint of Leznica Wielka airfield, see Annex 2. For blueprint of barracks installation at Leznica Wielka airfield, see Annex 3. For sketch of underground fuel dump at Leznica Wielka airfield, see Annex 4. For sketch of parking site of alert flight at Leznica Wielka airfield, see Annex 5.

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Comments:

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Annex 2 is a sketch of Leznica Wielka Airfield and Annex 3 is a sketch of the barracks installations at this airfield.

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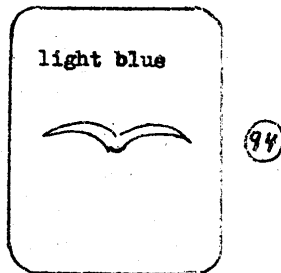
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Annex 1

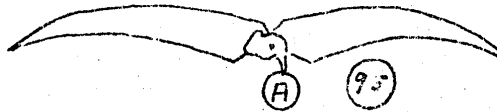
Insignia Worn by Polish Soldiers at Leunice Wielka Airfield

Legend:

94 - Collar patch worn by
officer of fighter regiment



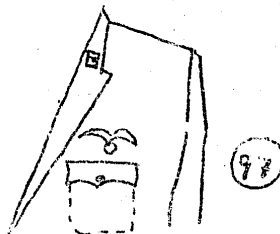
95 - Pilot's badge of
A class (elite)



96 - Insignia worn by
aircraft mechanics,
electricians, and
aircraft servicing
personnel



97 - Pilot's badge



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Legend to Annex 3

Barracks Installation at Leznica Wielka Airfield

- 17 - Fenced-in barracks installation
- 26 - Single-story brick building, 40 x 15 meters, for airfield maintenance company
- 27 - Single-story brick building, 60 x 20 meters, housing workshop for machines and equipment for cleaning and maintaining the airfield
- 28 -) Single-story brick building, each 30 x 10 meters, storing
- 29 -) equipment of airfield maintenance company
- 30 - Parking place for machines of aircraft maintenance company
- 31 - One-story old brick building, 30 x 8 meters, with stables for horses, cows and pig stys; storage facility for straw and hay
- 32 - Single-story brick building, 15 x 8 meters, storage facility for chemical platoon
- 33 - Brick building housing gas chamber
- 34 - Storage place for coal and wood
- 35 - Brick building with ammunition dump, 30 x 12 meters, surrounded by earth wall
- 36 - Single-story brick building, 100 x 30 meters, storage facility for aircraft engines, spare parts and aircraft armament
- 37 - Single-story brick building, 30 x 15 meters, clothing store
- 38 - Single-story brick building, 40 x 15 meters, fire platoon
- 39 - Temporary brick building, garage for fire brigade
- 40 - Tower, 20 meters high, alarm system
- 41 - Single-story old brick building, 25 x 20 meters, bath
- 42 - Improved old brick building, storage facility for fire brigade
- 43 - Single-story brick building with cellar, 60 x 25 meters, ration store
- 44 - Single-story brick building with cellar for storing potatoes and vegetable
- 45 - Transformer
- 46 - Brick building, 60 x 40 meters, motor vehicle garage
- 47 - Brick building, 40 x 20 meters, motor vehicle garage
- 48 - Brick building, 40 x 20 meters, motor vehicle repair shop
- 49 - Wooden building, 60 x 40 meters, motor vehicle garage
- 50 - Wooden building, 60 x 40 meters, motor vehicle garage
- 51 - Brick building, 15 x 8 meters, housing technical control point for motor vehicles
- 52 - Single-story brick building, 18 x 7 meters, forge
- 53 - Alert place of BOL
- 54 - Single-story brick building, 15 x 20 meters, dispensary
- 55 - Wooden dog kennel
- 56 - Single-story brick building, 25 x 10 meters, guardhouse with detention room**
- 57 - Hot house
- 58 - Single-story brick building, 40 x 30 meters, messhall for EM of BOL

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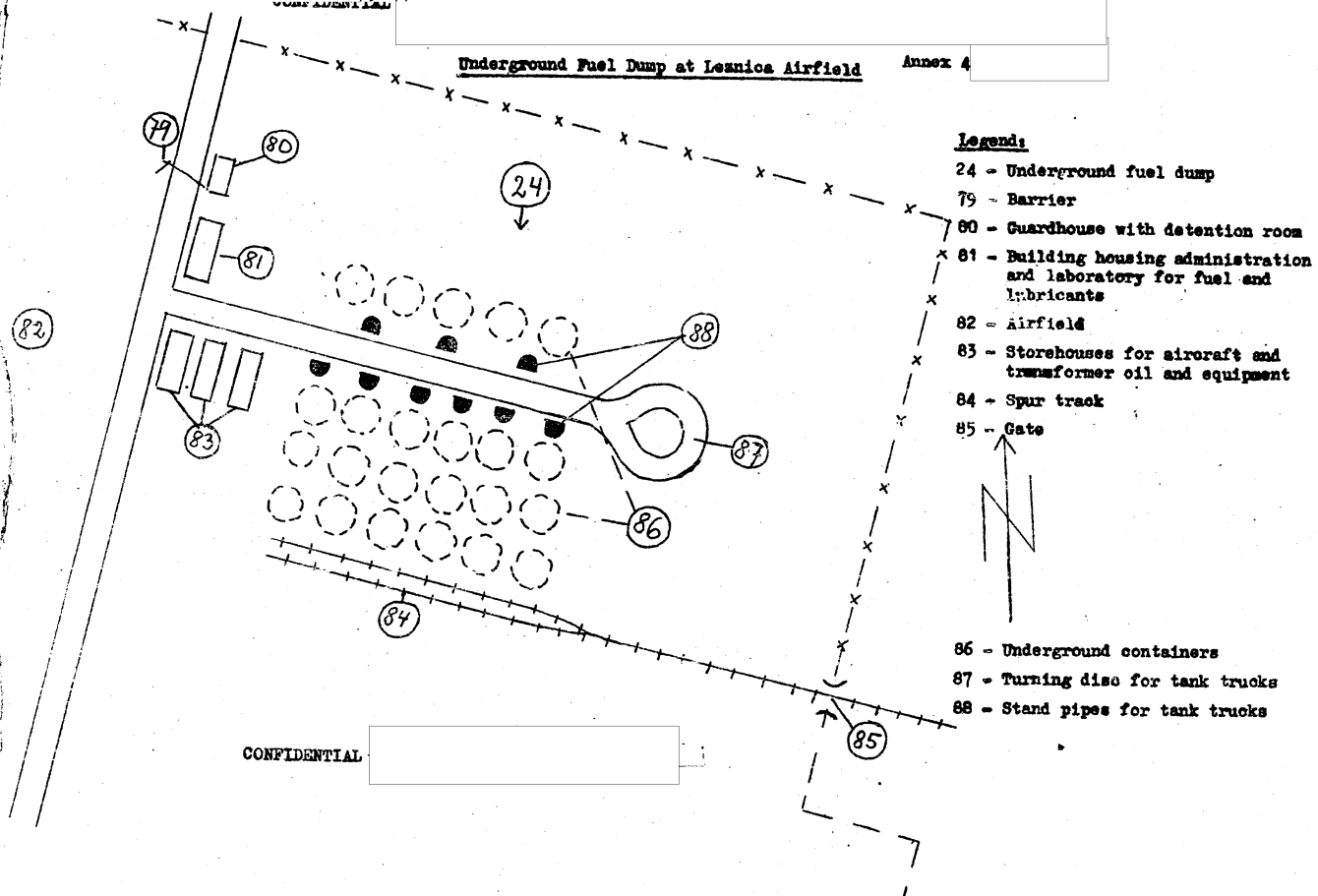
Legend to Annex 3

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- 59 -) occupied by motor vehicle company
-) Brick building, 40 x 15 meters,
- 60 -) occupied by supply platoon
- 61 - Single-story brick building, 40 x 15 meters, BOL staff
- 62 - Alert place of fighter regiment
- 63 - Single-story brick building; 40 x 15 meters, housing staff of
fighter regiment
- 64 - EM PX)
-) Single-story brick building, 50 x 20 meters
- 65 - Messhall)
- 66 - Officers' club
- 67 -)
-) Single-story brick building, 40 x 15 meters, housing fighter
- 68 -) regiment
- 69 - (Shoemaker's and tailor's workshops, battery loading station
(of signal company
- 70 - (Storage facility of signal company; improved old single-story
(brick building
- 71 - Single-story brick building, 40 x 15 meters, occupied by signal
company and radar unit
- 72 - Day room)
-) single-story brick building, 35 x 15 meters
- 73 - Instruction room)
- 74 - Single-story brick building, 40 x 15 meters, occupied by guard
company
- 75 - Single-story brick building, 15 x 8 meters, office issuing
entry permits
- 76 - Single-story brick building, 20 x 10 meters, water pump
- 77 - Single-story wooden building, 30 x 16 meters, storage facility
for fuel and lubricants
- 78 - Single-story old wooden building, 25 x 15 meters, armory

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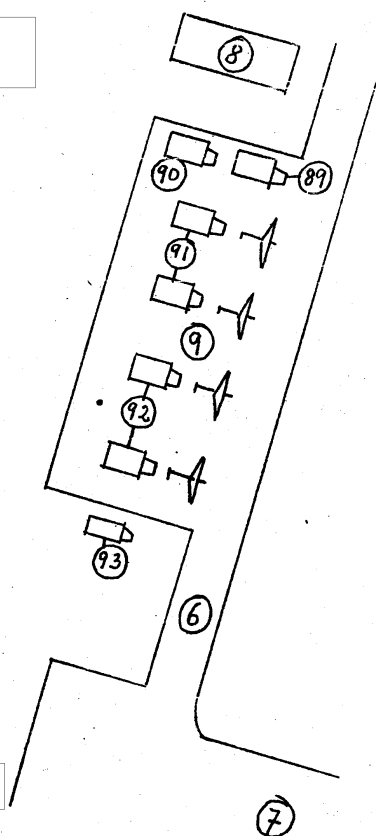
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Parking Place of Alert Flight
at Lesnica Wielka Airfield

Legend:

- 6 - Taxiway
- 7 - Runway
- 8 - Wooden alert shack for personnel of alert flight, about 10 x 15 meters
- 9 - Alert place for alert flight
- 89 - Ambulance
- 90 - Fire truck
- 91 - Prime mover 5/4-ton Dodge
- 92 - Tank trucks
- 93 - Radio truck:



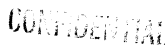
Annex 5

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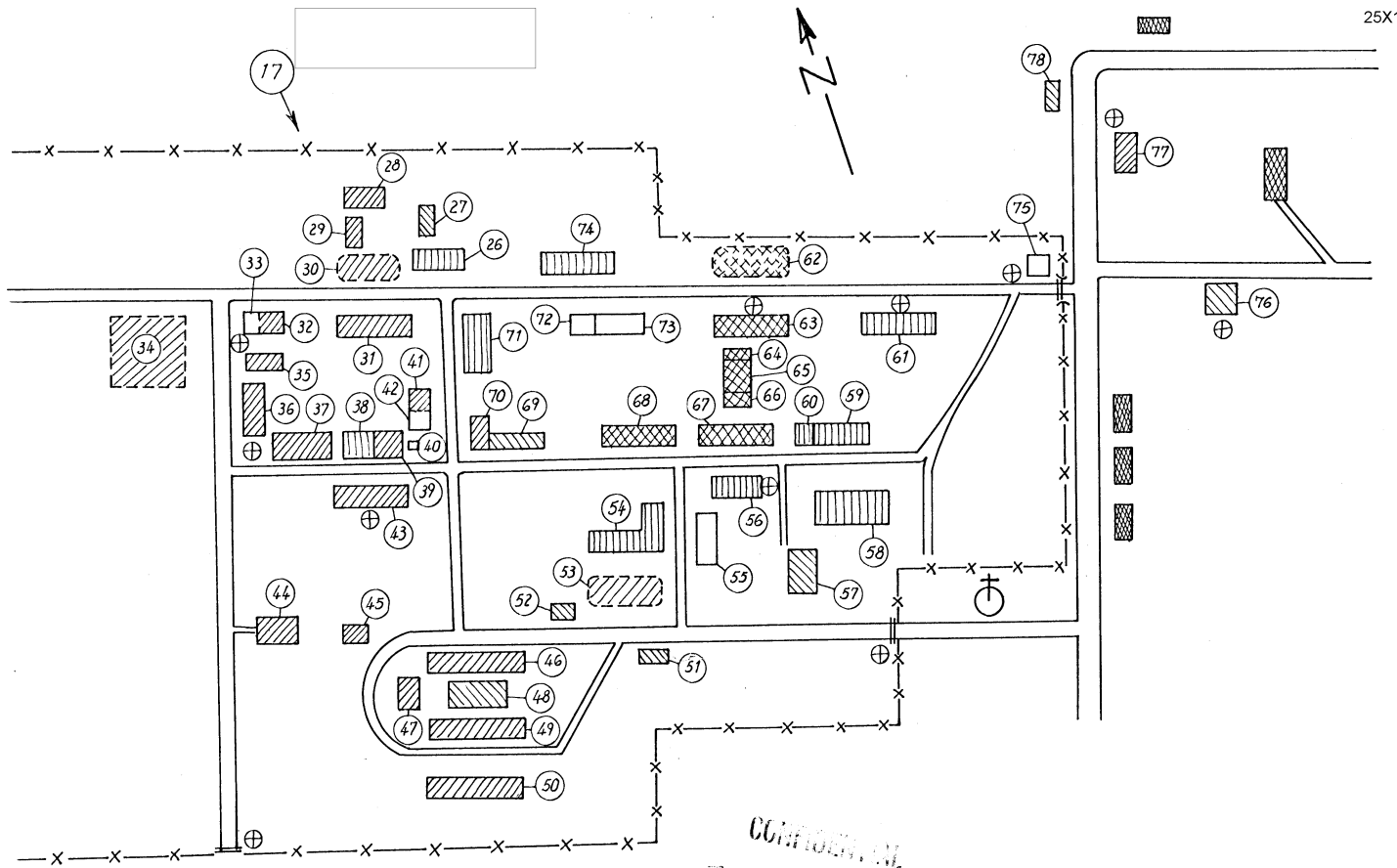
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Legend: see next page.